MMR_0566 Leon Bangma Lone Star Region

At the Christmas party, Lee Bangma is awarded the top NMRA achievement: Master Model Railroader, #566.

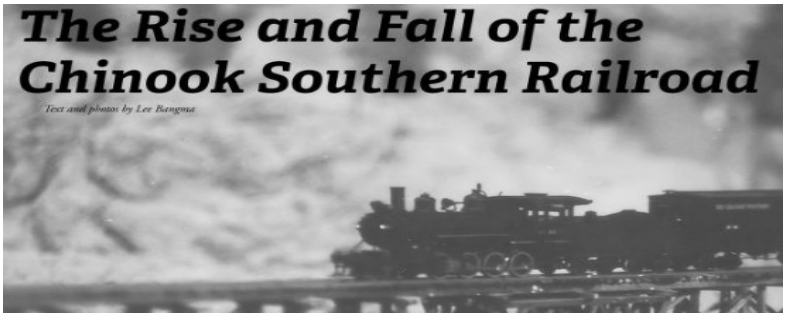
September of 2013, I had the railroad evaluated for the Scenery, Civil Engineering, and Electrical Engineering certificates. Since I had hand-laid most of the trackage, including crossovers, switches, and a narrow/dual gauge conversion turnout, and the railroad was all wired up and working, the hardest work was in completing the application and required forms. If you have any interest in the achievement program, which you should if you've been in model railroading and the NMRA for any length of time, you should start by looking at your present railroad and what you've accomplished on it to see what qualifies and what more you need to do. There are members of your NMRA region and division who would be willing to help you along if you contact them.

In November and December of 2013 the CSRR was completely demolished, although the equipment, buildings, etc. were saved, in anticipation of a move back to Texas. We completed that move at the end of April, 2014, and settled into a house in McKinney, where the room formerly known as the media room has been re-purposed as "the train room" and the start of the new Chinook Southern RR.

The CSRR is a railroad set in south-west Colorado roughly in the 1950's although, being a freelance road, there are some deviations and anachronisms. A few newer autos can be found, and some scenes appear to be more from the late 1800's than the 1950's. The RR was built as a point-to-loop plan, with Chinook yard on the uppermost level, with part of the yard dual-gauged.

At Chinook the Poudre Valley three foot narrow gauge splits off. The CSRR then passes through the town of Jugtown Mountain, and down grade to Friesen Flats, past Dutch Hill to the town of Schooley's Mountain. From there it goes through Fairplay to the lower deck areas of Columbine, Phantom cove, and Athenia where it also services the Stockton branch and turns on the loop around Athenia city to start the return up the hill to Chinook yard.

All motive power is smaller steam engines, and most cars are thirty to forty foot long except for a few that are fifty feet long. Control is by N.C.E. DCC with both wireless and tethered throttles. The program developed by the JMRI group has been used for operations and car forwarding.



An overall view showing Chinook yard top right and Athenia below it,

Closer view of Phantom Cove

Traveling section